

(From Bell's Weekly Messenger, 27th September.)
 Dr. McDermott presents his compliments to the
 Editor, and begs to request the insertion of the
 following account by Dr. Ross, late of H. M.
 Virago, of the rescue of the party under the
 command of Lieutenant Strain.
 34, King-street, St. James', September 20.

The object of this expedition is to search for a missing party of 27 officers and men who left the United States ship Cyane, in Port Escocés, Caledonia Bay, Atlantic, on the 19th January last, with the intention of exploring the isthmus in a south-westerly direction to Darien Harbour. They have not since been heard of, but are said to have been traced to the left bank of the Chiquanagua by Indians, who carried the intelligence to Port Escocés. It is presumed that, mistaking this river for the Savana, they are now wandering on its banks in a state of starvation, as it is known they only took eight days' provisions with them; or that they have been destroyed by the same hostile Indians who waylaid and murdered our own men. The former supposition is borne out with some degree of probability by the fact that the course of the latter river is only 20 miles from the former, where it is a considerable stream; and near which, coming from the Atlantic, it is likely they would strike it; and that the Chiquanagua, after a very winding course along the centre of the isthmus, it is said of above 130 miles, terminates in the Tuyra, which empties itself into Darien harbour, within a mile of the mouth of the Savana. As remarked on the 7th January, in the description of this river, it opens into Darien harbour after nearly a straight course of between 25 and 30 miles. The latter supposition is not probable, as the party was well armed, and not likely, from what is known of Indian character, to be so easily taken by treble; and the number of imperfectly armed Spaniards. The American exploring party had for its object the examination of the isthmus, and reporting to government as to the possibility of cutting a ship canal from sea to sea. The searching expedition returned at 1 a.m. of the 30th March, after the absence of a fortnight. The following is an account of our proceedings, taken from a daily journal kept by me:—

"The Tuysa has a very varied course: ascending from Darien harbour to Chapiangas, it is easterly; it then goes for eight miles nearly due south, and suddenly bends for a short distance at right angles to the eastward; it now takes a south-easterly direction for about five or six miles; for the ten succeeding miles it goes nearly north; and, finally bending, and turning on itself for almost six miles, it arrives at Yavisa. Opposite this village, is the junction of the Chuquanaqua and Yavisa Rivers. At Yavisa we obtained six canoes and 11 natives to assist in navigating them, and at 10 a.m. of the 18th we started in the canoes, being taken in tow by the paddle-box boat; assisted by the flood, we rapidly ascended the Chuquanaqua, anchoring at sunset in midchannel, and spending the night in the boat. We here had a narrow escape from destruction, for about midnight an immense forest tree, growing close to the water's edge, and whose roots had been denuded by the current of the surrounding ether, became loosened and fell with a tremendous crash into the water, just clearing by a foot or two our boat, and in its fall cutting off the stern of one of our canoes, which fortunately had been moored alongside, but being larger than the boat, projected beyond its stern. This was a salutary caution, and in future, when selecting our bivouac, on shore, we must not neglect to examine as to the feasibility of the adjacent trees." At six in the morning of the 19th we again commenced our journey, anchoring at noon close to the first rapids, which are situated above Yavisa about 18 miles. From the latter place to these the river carries a pretty uniform depth of three fathoms, averaging 70 feet wide, and has nearly a direct course stretching towards the N.N.W. It now became necessary to take to the canoes, not so much from the general shallowness of the water, as from the commencement of the rapids and the numerous snags and trees which obstructed

peared in the next bank. In this period we were all exposed to the most fatiguing exertions in paddling the canoes in deep water, pulling them over shoals and rocks, dragging them over trees; besides, in one or two instances, where fallen trees stretched from bank to bank, digging a canal around their roots. Meanwhile we were by day exposed to the intense heat of a vertical sun, and, at night, to heavy dews and rain, which completely saturated our blankets, and added to the annoyance of millions of the most voracious mosquitoes I ever met with. This river abounds in alligators; but, except in particular localities, fish are rare. The upper part of the Chuquanaqua and its tributaries are inhabited, during the dry season, by the Indians, who come from the more interior parts of the country to fish on its banks. We also observed numerous evidences along the banks of their having lately visited these places, in deserted ranchos, and frameworks for drying fish. These savages, who are like the wild Indians, armed, and have never yet been subdued, either by the old Spaniards or their descendants, although their territory is nominally under the sway of the Granadinos. To the Spaniards, as well as the blacks, they have an inveterate hatred, from remembrance of former wrongs. They are said invariably to kill the latter whenever found within their territory. This was lately carried out in the case of five unfortunate negroes, who not long ago strayed too far into the wood. They were seized by the Indians, killed, and some say eaten. An ancient law exists among them denouncing death upon all white men found without permission in their dominions; this was but too rigorously enforced in the case of our own men. At 5 p.m. of the 23rd we were rejoiced by the cry of smoke being seen a-head; several muskets were fired, and a messenger given; these were answered, the latter, but feebly, from the right bank of the river, a little in advance. Presently several paddlers were seen emerging from the woods, and crawling down the steep bank. They proved to be the lost party, and a more wretched set of human beings were never beheld; so emaciated were they that, clothed in their rags, they appeared like spectres; some had retained their arms and blankets, while others, scarcely able to drag along their own bodies, had thrown theirs away. Our first surmise, attributing to them the having mistaken the Chuquanaqua for the

hearty persuasion, and, with their bodies lacerated in a shocking manner from the brushwood, &c., they there engaged several canoes, and despatched them to the aid of their comrades, with provisions and the other necessities of which their companions were in want. On the 17th this relief party returned to Yavisa, having ascended the river a distance of 60 miles. Having reached a point off the left bank where they found a newly-made grave, and a letter addressed to Mr. Strain, they returned on their way down. A little below this they picked up one man who had s'ayed from the main body; he, however, could give but little account of himself, as he soon became delirious, and died. The letter was from the officer left in command, dated the 6th of March, and to the effect that they had followed the river thus far, where one man had died of starvation; that, seeing no probability of a near approach to the sea, and despairing of aid from below, they had determined to make a retrograde movement, and attempt to regain their ship. On receiving this Mr. Strain attempted to persuade the people to return in the canoes and follow them, at the same time offering to accompany them, but they declined, from dread of the India's. Failing of this, and hearing of the Virago having arrived at Darien Harbour, he immediately started thence to ask assistance. We fortunately met him 18 miles below Yavisa, and he returned with us. The

LIUTENANT STRAIN'S LETTER OF THANKS TO COMMANDER MARSHALL.

Commander Marshall presents his compliments to Dr. Cullen, and begs to send a copy of Lieutenant Strain's letter of thanks to himself and crew, while he commanded H.M.S. Virago. Commander Marshall begs to acknowledge the receipt of the pamphlet.

Sim,—In my own behalf, and that of the officers and others composing the expedition under my command, I write to tender to you, and, through you, to the officers and seamen under your command, our sincere thanks for the prompt and successful completion of the expedition properly dispatched to the Upper Chukchianna for the immediate command of Lieut. W. C. Forsyth.

To the energy and activity of the commander of the expedition, Lieut. Forsyth, and to the many thanks, as the condition of some members of our expedition was so precarious, that even a few hours after-wards we should have been too late. To him, to Dr. William Ross, and to the paymaster, W. H. Hill, and to the others who have so ably assisted me, and to whom you will be pleased to convey my thanks, and those of my party; and I am well aware it must be a source of intense satisfaction to them to know that, had it not been for their well-directed efforts, the suffering must have been much more serious, and, notwithstanding every effort which I, or the others composing the advanced guard, might have made to avert them.

Very respectfully, your obedient servant,

G. STRAIN,
Lieut. commanding United States Driven Expedition.
To Commander Edward Marshall, Royal Navy,
commanding H. B. M. s. *Porpoise*.

Robson, the *Capital Palace* transfer-clerk, was examined at Lambeth Police Office on Monday. Captain Gordon, who was given regarding the eight preference Shares which he fraudulently sold. A second charge was then entered upon the fraudulent transfer of five P Shares, belonging to Messrs. Bonner and Dunn, of Lambeth, who also alleged that Robson had sold among other things 139 in all—without any authority. When Sergeant Coppin's evidence was read over, he made an addition to it, repeating conversation with the prisoner. "He told him on my part that he had got £20,000 for the shares, and he had £20,000. He said it was not so much as that; it was somewhere about £10,000; but if he had his books and papers he should be able to tell me. I said, 'You know where your books and papers are?' He said, 'I don't know where they are, but I know where he has them, and what had become of anything.' I said, I understood Mr. Smith had taken them all, and no doubt he would find them when he got to London; and he said that was an inquiry he would make, and he said that if Eliza had had the defence to make to the two charges, the prisoner, in a faint voice, said he had no thing to offer. He was committed.

(From the October Mechanical Magazine.)

The principal dimensions of the five frigates above enumerated are so nearly alike that they may, for all ordinary purposes, be considered the same, and may be taken as follows :—

	Feet.	Inch.
Length of keel	253	0
Length on load water ..	260	0
Length over all	300	0
Breadth extreme	51	4
Breadth moulded	50	2
Depth of hold (to gun deck)	26	4
Draught of water forward ..	23	6
Draught of water aft	24	0

works in such that when the hammocks are stowed they reach 8 feet 8 inches above the upper deck. Her gun deck ports are 3 feet 8 inches long, and nearly 8 feet 6 inches apart. Her load displacement is estimated at 4000 tons; but this we could not of course test.

"With all her sails set, she spreads 56,629 square feet of canvas. Her engines are auxiliary only. Her rig is in all respects like that of the largest American sailing frigates, but from her great length she seems capable of carrying masts, sprits, and sails in larger than those she has. The mode in which the mainmast steps is worthy of attention. The shaft of the propeller coming immediately beneath it (since the engines are before the mainmast), a step is formed to receive it above the shaft. This step consists of a large thwartship beam of live oak, supported near the middle by two 12-inch iron solid columns, which rest upon suitable keelsons. This arrangement is, perhaps, as good as any other, although the strength attending it must certainly be much less than that in which the mast steps in a wooden step supported immediately by the keelsons themselves, as is the case where no screw-shaft interferes. The modes adopted in our own navy are various. In some cases tall iron forked steps, which stride across the shaft, are employed; and in others the heel of the mast itself is enlarged, and the shaft allowed to pass through it, the lower piece of the mast being separable from the upper, and connected with it by clasp-jointed hoops.

5½ tons, and of 10 inches bore, and 14 1/8 inch guns, each weighing rather more than three tons; on her gun-deck there are 24 9-inch guns, each weighing nearly 4½ tons. The whole of these guns—40 in all—though strong enough to discharge solid shot, if desired, are primarily intended to be served with hollow shot or with shell—for it is now a practice with the Americans to supply their navy with a quantity of empty hollow shot, which may be either plugged and used as such, or charged, fitted with fuses, and used as shells. We must not, however, omit to mention that she might carry a few additional 9-inch guns on the main deck with perfect convenience. Her gun-carriages on the main deck are similar to those used in the *Franchise*. They have, however, but two wheels or trucks, each at the ship's side end of the carriage. To facilitate the running out of the gun the rear end of the carriage is raised by a handspike fitted with a roller at the end, on which roller the carriage runs out. At the upper side of this handspike roller is a pin or stud which takes into one or other of a series of recesses formed in a plate on the under side of the rear end of the carriage. The carriage slides of the large pivot guns differ from our own chiefly in the fact that they are furnished at each end with wheels or trucks (which run on the metal circular bearing plates on the deck) mounted on eccentric axes. These axes are turned by a spanner, so as either to take the weight of the slide and allow it to be run round upon them, or to be raised clear of the bottom of the slide, and allow it to rest immediately upon the deck plates. The carriages which run upon the slides have their rear trucks mounted upon similar eccentric axes. The friction of the carriage upon the slide when the piece is to be discharged (and when the trucks are clear of the slide), is sometimes increased by nipping the two together with screws.

The whole of the 9-inch guns, or main deck guns, as well as the two 10-inch pivot guns, are formed upon Commander Dahlgren's system, which consists in giving to the gun, at each point of its length, a thickness proportionate to the direct pressure of the powder in the chase at that point, supposing the gun to be fired with an ordinary service charge. In order to carry out that principle Commander (at the time Lieutenant) Dahlgren took an ordinary Paixhans gun, and had bored in it a number of holes, each of the size of a musket ball, extending from the

There are a few other novel features in connection with the guns of the Maraca. One is that her guns are fitted with elevating screws, which supply the place of the coin, &c., in her own service. This arrangement tends greatly to facilitate the sighting, and is certainly an improvement, provided that it is not attended with any defect in strength, and we are assured that none had been observed during considerable practice. Another new feature is the employment of bristles, instead of sheepskin, in all the spongers and rammers for the guns; and a further one is the employment for boat guns of a light and elegant wrought iron carriage, of which she has three—one for a 9-pounder, a second for a 12-pounder, and a third for a 24-pounder.

following general dimensions:—
Length of each boiler, athwartships, 11 feet; breadth, fore and aft, 14.8 feet; length of vessel occupied by four boilers, 31 feet 8 inches; number of ditto, and of fireroom, 31 feet. The furnaces are situated in two pairs of boilers, the furnaces being athwartships, and the flues delivering into one chimney. Height of boilers, 13 feet 6 inches; cubical space occupied by all the boilers and fireroom, being the content of a parallelepipedon included within the above circumscribing lines, 13,240 cubic feet; number of furnaces in all boilers, 16; breadth of ditto (each), 2 feet 10½ inches; length of ditto (each) 7 feet; grate surface area in all, 338 square feet; number of tubes in all boilers, 5480; length (or height), 37½ inches; diameter (outside) of the tubes, 2 inches; heating surface in furnaces and back connections up to tubes, 1614 square feet; heating surface in tubes, 8508 square feet; heating surface in tube-boxes and connections to smoke chimney, 1581 square feet; total heating surface of all boilers, 11,703 square feet. Ratio of the surface of the tubes to that of 1:100; flue area or calorimeter between tubes in all boilers, 42 square feet; proportion of the same to grate area, 1 to 8 square feet; diameter of smoke chimney, 8 feet.

To test the economical evaporative efficiency of this form of boiler an experiment was made on the 13th of March last, in the presence of several engineers of the navy, the conditions and results of which were, as published by Mr. Merrick, the maker, as follows:—

Two boilers only were used, and the dampers were nearly closed.

manently fixed to cut off as follows :—	
Best engine, one and	2.88

Or 0.0 0.4 0.8 0.9 0.9

Average length of cylinder, filled at each single stroke 4'1 7/8 feet.

Preserving the same level of water in the boilers, and, as nearly as could be ascertained, the same quantity of coal in the furnace, or about the same fires, and maintaining the same pressure of steam, 4200 lbs. of coals were consumed, and 1613 revolutions were made and noted by register, the duration of the experiment being 3 hours 57 minutes. During this time 11 double cranks were taken on the two engines, which showed a mean pressure of steam entering the cylinders, during the part of the stroke over which steam was admitted of 10.5 lbs. over which steam was admitted of 10.5 lbs. over which steam was admitted of 10.5 lbs.

At the Port engines, 18-99 lbs. of steam engine, 21-81 lbs. of which (Pam. kara) the volume is 1937

Hence the water evaporated during the experiment was as follows: the two cylinders being 70 inches diameter—26.41 square feet of area.
 $26.71 \times 4.474 \times 1615 \times 4 \times 62.5$

26.71 x 4.474 x 1815 x 4 x 62.5
1257—39.372 lbs. of water,
which, being evaporated by 4200 lbs. of coal, gave
9137 lbs. of water per lb. of fuel.
The temperature of the hot well was 89
degrees, and of the feed water entering the
boiler at (probably) 85 degrees. The evapo-
rative power of the boilers will at once be seen
from the above figures of Mr. Merrick. In the
Merrimack very excellent results have also been
obtained with Mr. Martin's boilers. Her coal

bunkers carry about 600 tons of coal. A small pair of donkey engines are provided on the main deck for coaling, raising heavy weights on board, &c. These auxiliary engines have a suitable boiler to supply them when the main boilers are not at work. Two steam pumps are fitted in connexion with the large engines for pumping out the bilge, extinguishing fires, &c. These steam pumps may be supplied with steam from the auxiliary boiler if desired. The *Merimac* is fitted with a Griffith's screw propeller, with means of varying the pitch. In this respect she differs from her sister-ships, all of which have ordinary propellers. The *Niagara*, is, we understand, to have a Griffith's.

The propelling arrangements on board the Merrimack are very complete. The forward thrust is taken by a series of collars, and the backward thrust by a brass disc dropped down between the end of the propeller bearing and the after sternpost. This disc may be readily renewed when worn. The shaft is supported between the engines and the dead wood by bearings and intermediate spring supports, and a cooling pipe is led from the outside of the ship over each. The after propeller bearings are of wood, upon Penn's principle. The propeller is raised by a cable and pulleys, the cable leading to the capstan. A long wooden stay, tightened by a screw, is used for keeping the propeller down in its place, and suitable means are also provided for steadying the propeller during the raising of it, for slinging it when raised, or partially raised, &c.

The greatest speed ever attained by the Merrimac under steam alone was seven knots per hour, and this was made under very favorable circumstances. Her average steaming speed is much less than this. There are, however, certain defects in connexion with her slide-ways which prevent the full and most economical results being attained with her engines. The "lap and lead" was so small that at first she could not cut off her steam until at 19 inches of her stroke; she will for the future, owing to improvements made on board, cut off at 15 inches. But radical changes must be made in her valves before the necessary economy is obtained. The details of the engines—the driving gear, &c. are very well arranged.

The Mayday is full of evidences that the American Government are willing to give trial to improvements of a promising character in their ships of war, notwithstanding the changes which their introduction renders necessary. At the same time there are arrangements, which have been proved highly valuable in our own service, unadopted by them. For example, instead of the admirable lightning conductors of Sir W. Snow Harris, used with so much advantage by us, the old bit of chain, long discarded here, lies down against her shrouds, and gives great offence to the eye of the intelligent visitor. But on the whole, the useful improvements greatly outnumber the defects. This we might show at great length if we thought it desirable. It will, however, be sufficient to add a further fact or two. The fish-devil is centred on a hoop on the foremast, and may be swung over either anchor for fishing it, and may also be used to assist in the removal of the heavy berthing which has to be taken down when the bow pivot gun is used. Both operations may be performed by steam power derived from the mill engine. Another useful arrangement is the use of hinged tongue-pieces, which may be pressed down between the links of a cable by a screw when the cable has to be flected. Another is the employment of light bulkheads around the engine-room hatches on the main deck. Whether the absence of all mess tables for the ship's crew is an improvement or an act of retrogression we leave naval officers to decide.

In our next number we shall probably publish a few further statements respecting the Merri-mac. At the same time, we believe that the points of chief importance are included in the above remarks.

The Niagara is built, we are told, as an experiment; and it is perfectly certain that, if she should prove a thoroughly strong and efficient ship of war, she will surprise every one who has hitherto been considered well informed on the nature and requirements of war ships. The history of this ship's origin is simply this:—Mr. Steers, of New York, built the America yacht, which proved to be a very fast one. This gained him reputation and friends, and secured him orders for constructing various other vessels of larger sizes. He succeeded in building more than one fast and servicable commercial steamship; and when the American Government resolved upon making a demonstration with large steamships of war, Mr. Steers, or the friends of Mr. Steers, succeeded in getting the design and construction of one committed to him. Mr. Steers knew but little, if anything, practically of ships of war; and if we are rightly informed, cared to know but little of them, except what the light of nature supplied with, for, as he is told, he sailed himself but a little of the French coast, and was not very conversant in her naval or in the French

was permitted to have access to the Bureau of Construction and all it contained. More than one professional American gentleman has spoken to us strongly upon this point. "It was but reasonable," says the United States' *Nautical Magazine*, "to suppose that every facility would be afforded Mr. Steers, now that the improvement seemed to be really intended; and with the exception of the propelling power in the quantity of canvas, the ground tackle in the kind of anchors, and the ventilation in the improved side lights he has thought proper to use, he has been allowed to exercise his own judgment, both in the model and manner of construction, and is, like the constructor of the Ohio, quite willing to take the whole measure of responsibility, having a full knowledge of its weight and bulk. This vessel, as her dimensions and calculations will show, is the largest of the six, and is also of a very different model and construction. In the construction of the Niagara it is alleged that there are principles involved which are of great importance to the safety of vessels, which have never been appreciated in the navy either in this country or elsewhere. It was supposed that in the model and internal arrangements alone would this vessel differ from the other five vessels; but it is discoverable that not only is the form of the fabric and her arrangements in armament different, but that the manner of distributing the materials throughout the vessel is also entirely different, utility being regarded as of more consequence than the time honored precedents, the constructor having sought to secure the greatest amount of strength with the least bulk."

The principal dimensions of the Niagara are as follows :—

	Ft.	In.
Length on load-water line ..	328	10
Ditto over all ..	345	0
Breadth, extreme ..	55	0
Ditto moulded ..	53	8
Depth of hold to spar deck ..	51	3
Draught of water ..	26	0

Her ports are 15 feet above the load-water line. Her height between decks is 7 feet 3 inches to the under side of beams! Her dis-

placement 23 feet draught is 5,440 tons. Her frame is of olive oak, filled in below with yellow pine, and covered on the outside with two sets of diagonal iron plates inclined in opposite directions. She is also strengthened forward by similar diagonal plates laid across the beams of the upper deck. Her plank of bottom and decks are of yellow pine. Having a very fine run, she is of course, weak at her quarters, in consequence of which Mr. Steers has fitted on each side a large two-inch iron stay or brace, which runs along the upper deck beams, and passing through the decks below, steps upon the stem-post. This is certainly a curious arrangement for a ship of war. It may as well be added here, that when she is docked, it is thought necessary by Mr. Steers to brace her two sides together at about the turn of the bilge, by means of a chain, which passes over a frame, and which is set up by wedges to tighten the chain. She is rigged like the Merrimack and others.

The Niagara carries 12 guns, five of a side, and no pivot guns, each of them 11 inches in the bore, and weighing upwards of seven tons. All the guns are mounted on pivoted carriages, and the broadside ports have consequently to be very large—9 feet long and 4 feet high. Through ports of this size the guns would be easily dismounted in close action, but the Niagara is intended to be fast, and, being furnished with long range guns, is supposed to have the power of outmanoeuvring and injuring an enemy while she herself keeps out of the range of her enemy's guns. She was, in fact, designed for the express purpose of giving the Americans the advantage over all existing ships; it is satisfactory, however, for us to know that in our own eyes there are already several new class ships quite competent to match her, and, if we are not mistaken, to give a good account of Mr. Steers' experiment. We should be pleased to know with certainty that such a trial of strength is not likely to come off; we hope it never may.

The engines of the Niagara, designed by Mr. Copeland, and built by Pease and Murphy, New York, are similar to those of the Merrimack, but she has three cylinders, each 72 inches diameter, and three feet stroke instead of two. Each frame for cylinders is cast in one piece; the cylinders have slide valves, and a separate cut-off or expansion slide valve adjustable so as to cut off at any point from three-eighths to five-eighths of the stroke. Each cylinder has its own separate condenser, air-pump, and hot well; in fact, there are three complete engines, so that should either become deranged, the others would be still available. The screw propeller (formed of composition) is 18 feet 3 inches diameter and 4 feet 2 inches long, with pitch of 29½ feet (at the periphery). The boilers are 4 in number, 11½ feet long, 21 feet wide, and 16 feet high. Like those of the frigates, they are Mr. Martin's vertical tubular. They are set in pairs, the flues discharging into two chimneys.

ALARMING ACCIDENT IN THE CITY OF LONDON.

(From the Sun, October 18.)

SCARCELY has the excitement attendant on the late fatal accident in the city, occasioned by the falling of a house, subsided, than another has occurred almost as startling as the former.

The scene of the present accident is in Bishopsgate-street, and for a considerable period the most intense excitement existed in the neighbourhood, from the number of men it was known must have been buried in the ruins, and who it was feared, must have been crushed to death.

It appears that about two months since the house in question, situated at 191, Bishopsgate-street, and then occupied by Mr. Warren, an extensive toy merchant, was nearly consumed by fire; and since that time it has been undergoing thorough and substantial repairs by Messrs. Cubitt, the eminent builders, of Gray's-inn-road, and for that purpose a large number of hands have been engaged on the premises.

This morning the men resumed their work as usual, and continued without any indications of danger till about eleven o'clock. Much of the old house was removed, such as the outer walls, floors, and back wall, though materially damaged by the late catastrophe. In the course of the work, it was necessary to use great caution, and to order properly carry the third floor, it was found necessary to put in fresh girders. That was partially accomplished. One end of one of them was fixed in one of the side walls, whilst the other end was shored up to support it until the wall to which it had been secured by new work, on which it was to rest.

The men continued their work without fear or apprehension until about 11 o'clock, when all at once the girder gave way, and from the dilapidated state of the under floors, carried everything before it to the cellar—men, tools, and materials—and completely burying a dozen men, several of whom were at the time engaged in the cellar mixing mortar.

The immense volume of dust which immediately arose in the air caused the utmost consternation to prevail, and the screams of the men who were covered with the debris only heightened the fears of a large concourse of persons for their safety whom the catastrophe had suddenly attracted to the spot.

Immediately on the alarm being raised, Inspector Scott, Police-sergeant Carter, and a large body of police repaired to the spot and rendered valuable assistance to the sufferers, and by their judicious arrangements prevented any interruption to the ordinary traffic that crowded thoroughfare. They at once set to work, and with the assistance of other men connected with the buildings, commenced clearing the debris which buried so many of their fellow-creatures, whose screams and cries for help were heart-rending. Fortunately for the poor fellows the floors had given way on one side, and consequently fell in a sloping or inclined direction, and to that cause is attributed their providential escape. On removing the wood-work, which was done in a very careful manner, the sufferers were extricated from their perilous position (two, however, being found stuck in the mortar they were mixing), and the worst conveyed in cabs to the hospital, whilst those who were able to walk congratulated themselves on their lucky escape, and made the best of their way home.

Three of the men were conveyed to St. Bartholomew's Hospital, and two to the Metropolitan Hospital, Devonshire-street, Bishopsgate-street, and their names are Mr. Carter, Smith, Kellard, Connell, and Breslin.

On inquiry at the hospitals we were informed that the injuries were of an external character and not of a serious description.

The body of Baron de Rebeck, who went to a mysterious way, has been found imbedded in the mass of the debris of the Liffey. The coroner's jury returned this verdict—"We find that the late Baron de Rebeck was found drowned in the River Liffey, in Captain Colthurst's demesne, on the evening of the 11th October, and we believe him to have been accidentally drowned, near the Salmon Leap, on the evening of the 30th of September last." It is said that the deceased had effected very heavy insurances on his life—probably for nearly £50,000, though some reports place the total much higher.—*Irish Times*.

THE CRISIS IN PARIS: ITS CAUSES, IMMEDIATE AND REMOTE.

(From the Economist, October 18th.)

A FEW days ago a party in Paris still continues to urge upon the Government the policy of permitting the Bank of France to suspend cash payments: it is, however, satisfactory to know that the Emperor and his advisers remain firm in their resistance to such a course. It would not, indeed, be difficult to show that if so fatal a step were adopted, it could not fail to aggravate all the evils which at present press upon the finances of France. It must be apparent to every one who has watched the rise and progress of this crisis, that the two immediate causes which have led to it are,—first, a great demand for bullion in order to meet foreign payments; and secondly, the hoarding which to a certain extent attends periods of panics in every country, but to which the susceptible people of France are peculiarly prone. Now, if we consider the influence which would be produced upon those two causes of the present crisis by a suspension of cash payments, it will be plain that it could in no way alleviate the one, while it would very greatly aggravate the other. In the first place, France has large foreign payments to make for silk, corn, contributions to Austria and other railways, and for a general advance balance of trade, for all of which bullion is required to be exported. Now, how will a suspension of cash payments affect these transactions? By force of law inconvertible notes may be made a legal tender at home, but of what value will they be in a foreign payment? At the present moment there are as many notes in circulation in France, as the denominations issued by the Bank, as are required for the internal trade of the country, and there is no reason for supposing that making the note inconvertible will in any way increase the quantity. But that quantity, whatever it may be, will not affect the balance of foreign payments due by France, which can alone be discharged by bullion. Whether the bank notes are convertible or inconvertible, always assuming that no alteration is made in their denomination, cannot therefore affect the demand for gold and silver for the chief purposes for which they are now required. In one way or another they must be obtained, and at any cost, in order to satisfy the foreign creditor. It may be said that if the Bank were relieved from the duty of cash payments, the bullion which it holds would at once become available for the purposes referred to. But how is the merchant to obtain it? He could not in that case demand it for the notes which he held; and if he discounted his bills with the view of providing means for defraying his obligations abroad, he would receive bank notes, not convertible into cash, which would be of no use to him, except so far as they would enable him to purchase bullion in the open market, the demand for which would continue as active as before. In short, whatever tricks may be played by Governments and Stock Banks with paper notes as regards the internal circulation of a country, they cannot in any way make them available for foreign payments. So far, then, as the crisis in France is caused by a demand for bullion to satisfy exchange with other countries, it is clear that a suspension of cash payments would not in any degree mitigate it.

But so far as the crisis is aided by a general want of confidence and consequent hoarding, it must be equally plain that a suspension of cash payments would aggravate it. It is undoubted that the mere rumour of such an expedient being resorted to, has already done so. The probable depreciation in the value of the paper on the one hand, the probable enhanced value of gold and silver on the other, and the general apprehension and distrust which would follow such a violent measure, would induce to hoarding to an extent not known for many years, and would make the acquisition of the precious metals for the purpose of foreign payments more difficult than ever; and would thus in many ways greatly aggravate the existing pressure under which the commerce of France now suffers. It is, therefore, certain that if the Government were to be prevailed upon to comply with the demand which has been made to declare bank of France notes a legal tender, and to release the Bank of France from the obligation of paying in coin, the crisis, in place of being relieved by such a course, would be seriously aggravated.

Another proposal has been made with a view to mitigate the difficulty, viz., to adhere strictly to the principle of cash payments, but to issue notes of a lower denomination, of fifty and twenty francs each. Such a step would no doubt materially assist the existing pressure, because the notes so issued would take the place of twenty-franc gold pieces, and the circulation of coin would be economised to that extent. Nor would there be any objection in point of principle to such a course, provided the convertibility of the notes were maintained, and the extent of their circulation were limited by that condition. Prior to 1817 the lowest denomination of note issued by the Bank of France was for 500 francs or £20. In 1848 notes of the value of 200 francs (£8) and of 100 (£4) were first introduced, and their use was economised the coin in circulation to the extent of about £6,000,000. Notes of the lower denomination of 50 francs (£2) were issued, and produced even a more striking effect in the economy of bullion. Of course a sufficient reserve would require to be kept in the bank to secure the convertibility of those issues; and so long as that rule was observed, there could be no reason for favouring the use of notes of 100 francs or 500 francs, that is not much more strongly applicable to notes of 50 francs and 20 francs. The only reason which has been urged against notes of a lower denomination, is their liability to forgery;—but experience has shown in Scotland, where the circulation consists chiefly of one-pound notes, and in Germany, where it consists in great part of thaler or dollar notes of the value of only three shillings, that such objection in practice is not found to exist.

We have glanced at the immediate causes of the crisis in France, and which may be said also to extend over a greater part of Germany. In order, however, to understand it in all its bearings, it is necessary to examine the more deeply hidden causes which have led to the great demand for bullion to satisfy foreign payments. No doubt the failure of the silk crop has something to do with it. For no matter what it be, whether an article like corn required for the food of the people, or an article like silk required to sustain their labour and trade, and the supply of which is indispensable, the failure of the home-grown crop must lead to unusual importations, and so to extent increase the payments due to other countries. To a certain extent, therefore, what we have so often experienced as the result of a bad corn harvest, the French are now feeling as the result of a failing silk crop. This, however, may be regarded as a temporary evil, which another season may repair.

But by far the most important cause of the present difficulties in which France is now placed, is the serious disturbances which have taken place of late years, and especially during the two last years, in the application of the capital of the country. It is a repetition of what this country experienced in 1846 and 1847. Railways to a great extent have been made or partly made at home and abroad; speculations on an unheard-of extent have been entered upon in buildings, and fresh enterprises of every description. The floating capital of the country has been converted into fixed capital, at a rate much quicker than convenience would admit of. The regular trade of the country has been starved of the capital properly belonging to it, and it has been sunk in new objects, which, however useful in themselves, have locked up more capital than can conveniently be spared. It may be that many of these speculations may ultimately be successful—it may be that the railways may pay good dividends and prove of great public advantage to the districts through which they pass; and yet that great pressure may be caused to the public by the abstraction of so much floating capital from trade, and great losses to individuals who have committed themselves to obligations to an extent far beyond their means.

There is one effect which the recent speculative mania for public works and other enterprises of every conceivable description in France has had, and which in its turn has had a large share in the continual financial derangements upon which France has been bordering for a long time past, and which has at length broken upon her with so much force. The speculative mania of the last four years has been all for pursuits in connection with railways, manufactures, and trade, in every shape and form, domestic and foreign; the land has been comparatively forsaken and neglected. Landlords have sold land in large quantities to invest their capital in more tempting speculations; the country population has been rushing to Paris and to large towns, to railway works and public buildings, tempted by the higher wages and the more attractive life. While the cities have been filling, the rural districts have been thinning. Consumers of food have been increasing in numbers, while both in quality and in quantity the food consumed has improved;—but producers of food have been diminishing. Again, as a whole, agriculture is the only industry in France that has not been improved. With rare exceptions, it has been stationary for some years. The result of all these facts has been that France no longer produces food enough for her population. Scarcity and high prices, caused by increased consumption more than by lessened production, have become the normal condition of France, and have led to the necessity for the last four or five years of large and increasing imports from foreign countries to supply deficiencies there created, the payment for which has led to great financial derangements.

For the complicated difficulties in which France is now plunged there is but one certain cause. It is only by the strictest caution and economy of her resources that recovery is sure. It is only in proportion as new speculations and undertakings are eschewed, that those which have already been entered upon will become less disastrous. The pressure may be mitigated by good management or aggravated by tampering with sound principles, but time and prudence will alone supply a lasting remedy to the evils which we have indicated.

THE WHITES OF THE SLAVE STATES OF AMERICA.

(Economist, 18th October.)

CONSIDERABLE surprise has been felt by several persons in this country at the number of loose and ruffianly characters who seem to abound in the Slave States of the Union, and such hordes of whom have poured into Kansas. It being certain that the entire number of slaveholders in the South does not reach 350,000, and more than probable that they do not exceed 150,000, and a great proportion of these being planters who have their own affairs to attend to, it was difficult to understand what class it was that furnished the armed bands of whose atrocious language and conduct such startling accounts have reached us. The truth is, that few but residents are aware of the existence of a race of men in those States known by the name of "Mean Whites," "Poor Whites," or "White Trash."—a degraded class, the opprobrium and nuisance of the districts they frequent—despised by the negroes as well as by the respectable proprietors, and always ready for any violence or infamies. We catch glimpses every now and then in books of travels of these unfortunate wretches; and Mrs. Stowe mentions and describes them in her recent book. The following is Miss Martineau's description of them in her last pamphlet, entitled "History of American Compromises":—

Wherever slavery exists, labour becomes, of course, a badge of degradation. In America, no class—white or black—is so utterly degraded as the white, who, in Slave States, have no property to live by work or theft. The planters are always trying to get rid of them, as dangerous and vexatious neighbours; and these poor wretches—the descendants, for the most part, of the proud colonies of two centuries ago—are reduced to sell their last foot of land, and be driven forth to live where they can. They are receivers of stolen goods from the plantations, and traffickers in bad whisky, doing honest work if they can, and if they cannot, employed by nobody who can get work done by other hands. Few of them can read; most of them drink; and the missionaries report of them as savage and unchristian. Many having never heard of God or of Jesus Christ. Of one company from Alabama, who great boast was made, many deserted on the way, others abandoned with the cash-burn, and the rest are ravaging Kansas as marauders—burning farms, stealing horses, clothes, and money, and compelling the women to fly to the thicket, or across the frontier.

This account will enable us to understand and induce us to credit a description in the Times of last Saturday, from the pen of Mr. Thomas Gladstone, and which else might have seemed incredible. This writer was in Kansas during the early part of the struggle, and came into close contact with various parties of the "Border Ruffians" engaged in carrying on the violent proceedings of the slaveholders. Such a picture of drunken blackguardism we never

read before. It affects us as we should be affected by finding ourselves suddenly in the midst of the haunts of a gang of the worst thieves and murderers escaped from the hulks of this country or the galleys of France, while celebrating their secret orgies, and inflamed by passion and by drink. It reminds us more of the scenes and the actors of the Reign of Terror in 1793 and 1794, and of the September massacres and the Committee of Public Safety—than of any other passage of public and authentic history. The barbarians of Mantua and Naples grow venial in comparison. Surely, when respectable and educated Americans read these accounts in our papers, and are made conscious of the startling impression they produce on European minds, they will rouse themselves from their apathy and reaction, and do something decisive to wipe away the stain. That there should be ruffians armed with bowie-knives and revolvers—lost to all decency and ready for all crime—in a rough and newly-settled country like many of the Western States of the Union, is a matter neither for surprise nor inconsiderate condemnation. But that such men should really be the ruling and constructing parties in any district within the pale of civilization, is not creditable to the leading men of the Union; and that such should have been sanctioned and aided by the Federal Government, indicates a lack of public virtue and public decency for which no terms of censure can be too strong.

The conduct of the President and his Cabinet has throughout been as shameless and scandalous as possible. From the first he was engaged in the vilest and lawless nature of the proceedings, which gave Kansas a Slave Legislature. He aided and ratified those proceedings by appointing executive and judicial officers whom he knew would be subservient agents or zealous partisans of the invading slaveholders. He recognised the Government thus set up, and treated all opposition as rebellion to established law. That is; he allowed and encouraged a body of armed men from another State to invade Kansas, and by force of arms and bloodshed to elect a legislative body, and to nominate certain officers with certain names as the supreme authorities, and then assumed that the Government thus extemporised is the legal Government, and must be obeyed till displaced by the conquered inhabitants. A well-known and most respectable American statesman, Mr. Barnard (formerly United States Minister at Berlin), well remarks:—

If Delaware were invaded on the day of election by an armed force of 30,000 or 50,000 men from Pennsylvania, which should create a Legislature for that State, or if New Jersey were to suffer a like invasion from New York of 150,000 men to perform a similar work there,—nobody in the invaded States and nobody out of them would think that the legislative authority thus established was to be submitted to a moment longer than submission was compelled by the subjugating power. The cases are exactly parallel, except that Kansas had no pre-existing Government to rest upon or to resist.

The President has taken care from the beginning to support Kansas with Federal officers—governors, judges, and marshals—made exactly of the right stuff to co-operate with the measures which should be adopted to perpetuate slavery upon that territory. They have worked with energy and purpose to sustain the foreign law imposed upon it; while the President has quickened their zeal in this behalf by his official messages and public proclamations, and by giving them the presence, protection, and service of the military arm of the Government. He officially recognised a foreign and forcible conquest and usurpation, as completely open-handed and flagrant as the annals of any country can show, as the proper legitimate authority, and its infamous enactments as the just and rightful laws of the territory.

EXTRAORDINARY SCENE AT THE COLCHESTER CAMP.

(From the Chelmsford Chronicle.)

ON Wednesday, October 15th, the parade ground of the camp in the vicinity of Colchester presented the remarkable scene of a public dismissal from her Majesty's service of Lieutenant Saunders, an English officer of one of the cavalry regiments of the British German Legion encamped here, for insubordination. From enquiries, we learn that Lieutenant Saunders had tendered his resignation, which General Stutterheim declined to accept, when the Lieutenant not only refused to do the duty he was ordered, but made use of some most offensive and unofficer-like expressions towards the General, who had placed him under arrest to await his trial by court-martial. Lieutenant Saunders refused to be arrested, and mounting his horse, endeavoured to ride out of the camp, when the sentries on duty at the gateways went down on their knees with fixed bayonets, and repulsed the horse, and the rider, who was surrounded, and taken into camp. The affair was communicated to the Commander-in-Chief, the Duke of Cambridge, who considered that as the legion was so soon to be disbanded, it would not be advisable to submit to a matter for trial by general court-martial. His Royal Highness, however, desired Major-General Gascoigne, commanding the camp, to assemble the whole of the officers and some men of each regiment, and in the most public manner to reprehend Lieutenant Saunders for his mutinous conduct, and dismiss him from her Majesty's service. At 10 o'clock on Wednesday morning, the officers and men formed three sides of a square on the parade ground, in the centre of which Major-General Gascoigne and staff and General Stutterheim and staff took their position, when Lieutenant Saunders, dressed in his uniform, was marched in as a prisoner by the adjutant of his regiment. General Gascoigne having read aloud the Duke of Cambridge's letter, proceeded to address Lieutenant Saunders in plain and outspoken terms, observing that he was greatly surprised to find an officer of his experience so far forgetting himself as to be guilty of so flagrant a breach of military discipline and insubordination towards his commanding officer. He might consider himself extremely fortunate in not being tried before a general court-martial, when he would most assuredly have been cashiered; but it was now his duty to pronounce his dismissal from her Majesty's service, not in consequence of his resignation, but through his insubordination. If he left with the feeling that he had gained his point by getting out of the service, after the severe remarks of the Duke of Cambridge, in which he was assured the whole of the officers present concurred, he did not envy him his feelings, and he now desired him to leave the parade, as he was no longer an officer. Lieutenant Saunders made no reply, and General Gascoigne, turning to the officers, said he would take that opportunity of advising them, and their veteran Colonel von Hake, for the extreme willingness and good temper they had displayed in the performance of their duties, especially at the time they knew they were to be disbanded. He felt sure that no English troops could have behaved better

than the British German Legion, and notwithstanding the fears entertained by the townsfolk on their arrival at Colchester, they would, on their departure, carry with them the good will and opinion of the inhabitants. Whenever he went to London he was asked by his friends, "Well, how do you get on with your Germans?" and he was always proud of being able to answer, "They give me less trouble than I ever had, and a better set of men I never wish to command." Gen. Stutterheim briefly acknowledged the compliment, and shaking hands with the pleasure officers, non-commissioned officers, and men of the British German Legion felt in serving under such a commanding officer, and that the kindness they had received from him would be recollected when they were scattered through various parts of the globe. The troops then dispersed, Lieutenant Saunders marched off the parade with the adjutant, and the same day quitted the camp.

DISCHARGED PRISONERS' AID SOCIETY.

BIRMINGHAM, Friday Night, October 17th.—This evening a highly influential meeting was held in the Town-hall in support of the Birmingham Discharged Prisoners' Aid Society. Lord Calthorpe occupied the chair, and among the gentlemen by whom he was surrounded were Lord Lyttelton, Sir John Pakington, M.P., Sir Stafford Northcote, M.P., Sir Peter Pole (the High Sheriff of the county), the Right Hon. J. S. Wortley (the Recorder of London), Mr. M. D. Hill (the Recorder of Birmingham), Mr. Adderley, M.P., the Hon. Frederick Calthorpe, the Rev. H. C. Miller, the Rev. M. Burt, the Rev. C. Clarke, Mr. C. Ratcliffe, and numerous other gentlemen resident in the neighbourhood. The presence of a very large number of the working classes of Birmingham was a principal feature of the meeting.

The Chairman, in opening the proceedings, lamented the absence of Lord Stanley, in consequence of indisposition. Nothing but the advice of his medical attendants prevented the noble Lord being present, but he hoped he would be soon able to resume those pursuits in which he seemed so much to delight. (Cheers.) After letters were read from numerous clergymen and other gentlemen in the neighbourhood, apologising for their absence, the chairman called the attention of the meeting to the evils of drunkenness, the chief cause of crime in this country, and advocated the necessity of secular education combined with religious instruction.

The Rev. J. P. Hurt (hon. sec.), read a document, from which it appeared that one of the objects of the association was to find employment for meritorious discharged prisoners, and give, if necessary, securities to employers against robberies which it might be feared would be committed by prisoners to whom they thus benevolently gave employment. They had assisted 21 prisoners, 16 of whom were doing well, and had found employment for 13.

The Recorder of Birmingham, in moving the first resolution, said that all who had listened to the able report which had just been read must have been struck with the magnitude of the want the Prisoners' Aid Society was intended to supply. He congratulated them that at last the true way for the repression of crime was found. The question was no less than this—Shall the pain which the prisoner has suffered within the walls of the prison—shall the habits of industry he there acquires—shall the counsels and exhortations of the worthy chaplain yield no fruit? Shall the prisoner be thrust forth homeless and friendless to fight his way back to his lost position in society against a host of disadvantages? I think three per cent. at least of those who have been convicted fall again into crime. What is to be done? He (the Recorder) was not surprised that the manufacturers of this town had expressed their astonishment that no such society as that had been before established. Seventeen years ago, when he began his recordership, he followed the example of the worthy magistrates of the Warwickshire sessions, in delivering up to relatives or friends young prisoners whom he believed to be reclaimable. These cases amount to 483, only 78 of them have been known again to appear at the bar of a court of justice. Many times he (the Recorder) had been thanked by the prosecutors for being allowed to take back the prisoner to his home. He (the Recorder) knew therefore he should not appeal in vain. It was well known that the moment of departure from the doors of the cell was the most dangerous crisis in the prisoner's life. It is then that the friendly hand should be stretched forth. The meeting had heard that the tempter, the receiver of stolen goods, his old companions in crime, await him at the gates of his prison, and lead him back into guilt. He (the Recorder) earnestly invited those present to displace that wretched population—to meet the prisoner on his release—to give to the poor outcast a friendly countenance. Let him feel that while he has to encounter the frowns of the world there will be at least one fellow-being to watch over him who will encourage him in every good aspiration, will warn him against the temptations with which he is surrounded, rejoice if he should escape them, and mourn with unaffected sorrow should he again fall into crime. He addressed himself to the artisans of Birmingham. They knew the temptations to which the discharged convict was exposed. One in particular there was which beset his path, thick set with seductions. In the presence of the great men of the land seated around him he would proclaim it—1500 dens of temptation, in the shape of taverns, gin-shops, and beer-houses, open wide their doors, and so long as the discharged criminal has the smallest of her Majesty's coin in his pocket the Legislature authorises the greatest of all temptations. Guard him from this snare by precept, and what is more effective than all precept—by example. Verily, they would reap their reward. Not one penny richer would they be for all their exertions and sacrifices; but their reward—their exceeding great reward—would be in the consciousness of having done their duty as Christians—of having fulfilled the great command of Him who uttered the immortal words—"Do unto others as you would they should do unto you." The learned recorder moved.

"That the plans and operations of the Birmingham Discharged Prisoners' Aid Society, as detailed in the statements now read, be approved by this meeting."

Lord Lyttelton, in seconding the motion, alluded to the voluntary labours of Mr. Wright, of Manchester (who was present), and alluded to evils in the present system of criminal punishment which must be reformed, and contended that if prisoners could be improved while undergoing punishment they ought to be encouraged in habits of honest labour. He hoped that the movement of that evening would only be the first of many others throughout the country. The Recorder of London apologised for appearing before the meeting, but justified his attendance on the ground of his being engaged in

the administration of criminal justice in the metropolis. He fully concurred in the observations of the Recorder of Birmingham, and bore testimony to the fact that in consequence of the destitution of discharged prisoners they fell by thousands into crime deeper than they had before committed. The question was what was to be done with such prisoners. The plan of the association was not only prudent and discreet, but, if they would allow him to say so, it was, in his opinion, extremely modest. He did not pretend to deal with the hardened thief or the brutal ruffian, but with those unfortunate persons who, yielding to temptation, fell early into the commission of crime, and who by timely aid might be restored to society. He called upon the manufacturers and tradespeople of the country to rescue such objects from future crime and ruin by affording them employment, and concluded by moving a resolution to the effect that the inhabitants of the borough, especially employers, be earnestly recommended to co-operate with the society in its important work.

The Right Hon. Sir J. Pakington seconded the motion. They were met to promote a local charity, and in his opinion there was scarcely any object more deserving of their support than the reformation of their Christian fellow-countrymen from crime. He hoped the society would be the forerunner of many other similar charities throughout the country. Who among them would lift up his hand and say that at one time or another he had not yielded to temptation? They boasted of their wealth and their power, but they had forgotten too much the welfare of the people. (Cheers.) They had neglected the class of persons who were the object of that association. In that respect America, Prussia, and even Italy had set them examples; they were now attempting to make amends for their past negligence, and he believed that their efforts would be successful. He cautioned them, however, not to be carried away by exaggerated expectations. He pressed upon them the necessity there existed for the prevention of crime, the necessity for a sound, liberal, and practical education. (Cheers.) In conclusion, while he urged them to adopt that system, he urged them to adopt it only as a part of a great whole, as only a part of that great plan of social progress which he hoped soon to see crowned with triumphant success.

Mr. Alderman Lucy moved the next resolution. Mr. Adderley, M.P., in seconding the motion, said it rested upon the public whether or not that great movement should succeed. If it would come forward and meet liberated prisoners in the spirit which had been manifested in the hall that night, they might rely upon it the success of the society would be insured. Mr. Wright, of Manchester, next addressed the meeting. He had been instrumental in restoring many prisoners to society, and many of them now held responsible situations in various parts of the world. When he saw many of these so occupied in various spheres of life he experienced a peace of mind which the world could not give. He did not see any other way of preventing crime than by taking young children out of the street and by law compelling their attendance at school. (Cheers.) He would not to his (Mr. Wright's) Protestant school, but he should be compelled to send him to a school where he would obtain an education according to the doctrines of his own church.

Sir S. Northcote, M.P., moved a vote of thanks to the Mayor and officers of the borough who had taken part in the movement. This was seconded by the Stipendiary Magistrate, and shortly afterwards the meeting separated.

COUNTRY LAND SALES—1887.

ON MONDAY, 24th FEBRUARY, at eleven o'clock, at the Public Office, Town of South Devon: Lots 1 to 24, 1 road each; Lots 25 to 40, 2 roads each; Upset price £2 per acre.

AT THE PUBLIC OFFICE, WOODS WOOD. Weymouth (Country Lots).—On and near the River, between the Cornhill and Woods Roads: Lot 1, 45 acres; Lot 2, 45 acres; Lot 3, 45 acres; Lot 4, 45 acres; Lot 5, 45 acres; Lot 6, 45 acres; Lot 7, 45 acres; Lot 8, 45 acres; Lot 9, 45 acres; Lot 10, 45 acres; Lot 11, 45 acres; Lot 12, 45 acres; Lot 13, 45 acres; Lot 14, 45 acres; Lot 15, 45 acres; Lot 16, 45 acres; Lot 17, 45 acres; Lot 18, 45 acres; Lot 19, 45 acres; Lot 20, 45 acres; Lot 21, 45 acres; Lot 22, 45 acres; Lot 23, 45 acres; Lot 24, 45 acres; Upset price £2 per acre.

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UNION CLUB.

PROVINCIAL COMMITTEE:
The Honorable James Macarthur, Esq., M.P., Chairman.
Messrs. R. B. Bradley, Esq., M.L.C.,
R. E. Buchanan, Esq., M.L.C.,
R. G. Douglas, Esq., M.L.C.,
R. H. Hall, Esq., M.P.,
R. H. Jones, Esq., M.L.C.,
R. H. Knox, Esq., M.L.C.,
R. H. Lang, Esq., M.P.,
R. H. Lewis, Esq., M.L.C.,
R. H. Miller, Esq., M.L.C.,
R. H. Smith, Esq., M.L.C.,
R. H. Taylor, Esq., M.L.C.,
R. H. White, Esq., M.L.C.

It is proposed to establish in Sydney a club under the above designation.

Proposed entrance fee... £10 0 0
Annual subscription... 7 10 0

Members to be exempt from payment of the annual subscription during their absence from the colony.

It is proposed, as a fundamental rule of the club, that members shall not be elected by ballot, but by a committee of management, consisting of not less than seventeen members.

Gentlemen desirous of joining this club are requested to forward their names to the Chairman of the Provisional Committee, at the Metropolitan Hotel, Pitt-street, Sydney, on or before the 15th January next.

Immediately after that date, a meeting will be convened to determine the rules and to select a committee for the election of members and for the general management of the club.

Provisional Committee Room, Metropolitan Hotel, Sydney, 27th December, 1886.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY.
Established (with important privileges under the Acts of 1875, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 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2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 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3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3360, 3361, 3362, 3363, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3373, 3374, 3375, 3376, 3377, 3378, 3379, 3380, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3391, 3392, 3393, 3394, 3395, 3396, 3397, 3398, 3399, 3400, 3401, 3402, 3403, 3404, 3405, 3406, 3407, 3408, 3409, 3410, 3411, 3412, 3413, 3414, 3415, 3416, 3417, 3418, 3419, 3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 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3696, 3697, 3698, 3699, 3700, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3708, 3709, 3710, 3711, 3712, 3713, 3714, 3715, 3716, 3717, 3718, 3719, 3720, 3721, 3722, 3723, 3724, 3725, 3726, 3727, 3728, 3729, 3730, 3731, 3732, 3733, 3734, 3735, 3736, 3737, 3738, 3739, 3740, 3741, 3742, 3743, 3744, 3745, 3746, 3747, 3748, 3749, 3750, 3751, 3752, 3753, 3754, 3755, 3756, 3757, 3758, 3759, 3760, 3761, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769, 3770, 3771, 3772, 3773, 3774, 3775, 3776, 3777, 3778, 3779, 3780, 3781, 3782, 3783, 3784, 3785, 3786, 3787, 3788, 3789, 3790, 3791, 3792, 3793, 3794, 3795, 3796, 3797, 3798, 3799, 3800, 3801, 3802, 3803, 3804, 3805, 3806, 3807, 3808, 3809, 3810, 3811, 3812, 3813, 3814, 3815, 3816, 3817, 3818, 3819, 3820, 3821, 3822, 3823, 3824, 3825, 3826, 3827, 3828, 3829, 3830, 3831, 3832, 3833, 3834, 383

THE WETHERON RUN, BURNETT DISTRICT.

including the stations known as
WETHERHEAD STATION
CINCORDAM
WATERHOLE
GOKROOLBALLY
TOGETHER WITH ABOUT
18,000 FIRST-CLASS SHEEP
2300 HEAD OF WELL-BRED CATTLE
75 MILKS ONLY FROM A SHEPPIING POST.

MORT AND CO. have received instructions from William Humphreys, Esq., to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on **TUESDAY, 3rd February,**

THE WHOLE OF THE ESTATE IN THE BARRI, DISTRICT, AND **RON RUGES**, situated in the Barroo District, and distant about 70 miles from the shipping port of Melbourne, 13 miles from Gayndah Post Town, and about 120 miles from Port Curtis.

They are in the neighbourhood of the runs of Messrs. Herbert, Reid, Wighlton, and Griffiths, Fanning, and Co., and comprise the whole of the run, known as Wetherhead Station, CinCORDAM, Waterhole, and GOKROOLBALLY.

The estate consists of 100,000 ACRES OF LAND, including white box and silver leaf iron-bark COUNTRY, here and there inter-perced with patches of Brigalow and SALI-

colts, and a few ponies, and a few horses, and a few
 INTERESTED BY THE BOKAMBA AND BIN BIN CREEKS
 as well as watered by several lagoons and water-holes.
 RIVER, FRONTED BY THE RIVER, AND BEING
 of a comfortable verandah house, shingled, and consisting
 four rooms and pantry, a kitchen, store, and meat store,
 overer's house, shingled; woodshed, distel with yard
 house, shingled; a small house, shingled; a small
 rail horse-paddock, small cultivation paddock (three rail)
 ground, stockyard, milkingyard, pigsties, etc.
 AND ONE SEVEN BY SEVEN, WITH SUBSIDIARY
 bulbs and yards or barndies at the end of them.
 With the Wetherun Lines will be sold the following
 stock—

SHEEP.

4246 (more or less) wethers, 2, 3, and 4 years old
 4247 (more or less) wether hoggetta
 4248 (more or less) ewes, 2, 3, and 4 years old
 4249 (more or less) ewes, 2, 3, and 4 years old

BULL—**3000** (ditto or less), aged
4000 (more or less) weaners (weathers and ewes)
RH (more or less) lambs.
18/67 (more or less) shorn.

SOUND AND NEVER DISEASED.

The sheep are so perfectly good. RAMES have been introduced from the flock of the AUSTRALIAN AGRICULTURAL COMPANY, the Messrs. BIGGE and CO., who have improved them both in size and the quality of the meat. They have been REGULARLY CULLED FOR THE LAST FOUR YEARS and indeed, neither care nor expense has been spared to improve equal to those of the Northern Districts.

The WOOL, if over — brand, always commands a high price in the English market.

WELL-BRED.

3200 (m or less) HEAD—remarkably well-bred.
The best bulls have been sent, selected from the best strain (Oxley) of the late Mr. R. J. Jones, and the Messrs. MacConnell, of Greenock, and the inferior stock has been regularly drafted out.

About 25 acres and colts, working bullocks, draught harness horses, &c., to be taken at a valuation. Also, some choice bulls, and a sow, to be taken at the cost price.

One of the most numerous and most valuable pastoral properties in the Northern Districts, and MORT and CO. justified in recommending it as such. Its proximity to the port, and its unusually favorable position, the extent of the runs, the open and fattening qualities of the country, and its established adaptation for growing wool country, and its excellent adaptation for growing wool country, and its excellence of the stock, arising from most careful breeding.

truly first-class property, and most worthy the attention of any one desirous of embarking in a speculating purchase with the view of an increase of value.

ROSE HALL and **CURRIE SIDE**, BURNETT DISTRICT, together with about 5000 SHEEP and about 1500 HEAD of WILD-BRED CATTLE. The **ROSE HALL** is a coal; half one and two years' credit. **CURRIE SIDE** is a coal; half one and two years' credit.

Section from T. J. M. Prior, Esq., to sell by public auction, at the Rooms, Pitt-street, at 1 o'clock, on **WEDNESDAY**, 17th February.

The **ROSE HALL** and sheep property, situate in the Burnett District, and known as **ROSE HALL** and **CURRIE SIDE**.

These runs are bounded by the runs of Mr. Pigott (late Farquharson), Mr. Prior's Hawkwood Run, and the station of Mr. C. C. Macdonald, upon all of which the proprietors have a full and complete title.

These runs are divided by and have a frontage of about 11 MILES to BOTH BANKS of the **AUBURN RIVER**, which is almost a mile wide, and of long reaches of water, many of them a mile in length.

The **ROSE HALL** is bounded by the **ROSE HALL** Run is also intersected by the **COOCHA CREEK** for about 10 miles.

THE GRAZING AND FATTENING QUALITIES of these runs are equal to any in the district, some idea of which may be formed from the fact that during the scarcity of the late times the **ROSE HALL** and **CURRIE SIDE** were pastured on them for a considerable period, in five flocks, all in good condition.

THE CURRIE SIDE contains a good lot of top land.

capable of holding about 800 head of cattle, and a horse-paddock, newly enclosed. Also three-outlet huts, with the following stock:—

SHEEP.	
1000 (more or less) ewes, 3½ to 5 years old	
800 (more or less) ewes, maiden	
500 (more or less) ewes of ages	
200 (more or less) wethers	
800 (more or less) wethers, 1 to 1 years old	
1000 (more or less) wanned lambs	
— 40 rams.	
5000 (more or less) sheep.	

* * These sheep are particularly well bred, and imported GERMAN RAMS have been used among the flocks for the last 4 or 5 years.

CATTLE.

1000 head (more or less) — A MIXED HERD.

"These cows are well known as a really good hard, bred, with care, and by a frequent intake of good blood. The Burnett is well known to the squatters of the Burnett and surrounding districts as a most compact and valuable animal. This sale affords an excellent opportunity for any one desirous of entering into squattling pursuits, as there can be no doubt that it is much the most economical way to begin in the squattling trade, and well stocked to say nothing at all of the loss of time, fatigue, and anxiety of taking up new country. The fact of the

LONG and HANDING have received instructions from R. W. Tooth, Esq., to sell, at their Cattle Sales Yards, Campersden, near Sturteyn, at 10 o'clock on SATURDAY, the 22nd inst., 150 head of prime fat cattle, in lots to suit purchasers. The trade will find this a lot of first-rate fat cattle.

NOTICE to Horse Buyers.—In consequence of the heavy rains, the sale of horses advertised to take place at Mr. James Rigden, Windsor, on 30th December, is postponed to SATURDAY, the 22nd January, 1857, when 50 fine horses and mares, in splendid condition, will be offered.

GEORGE GUEST, auctioneer.

Importers and Unimproved Sales.

At the Old Horse Courthouse, near Campersden, on SATURDAY, JANUARY 3rd.

MR. JOHN SHAY has received instructions from Mr. John Luck, who is compelled to leave his business, to sell, on SATURDAY, the 22nd inst., at public auction, on SATURDAY, the 22nd inst., the whole of his effects, consisting of about 450 bushels of wheat, in stacks, about 25 tons of green hay, 10 tons of clover hay, 10 tons of lucerne hay, 10 bushels of prime, 20 small drays, 20 small carts, 20 small waggons, 20 small phaetons, one bullock team, 25 horses, 20 cows, 20 pigs, and sundry other effects.

[illegible]

The stock-in-trade of a grocer, a patent weighing machine, &c. Also, some household furniture.

NOTICE.—Alteration of Sale Days, Horse Bazaar, 155, Pitt-street, and 134, Castlereagh-street. The undersigned beg to notify that from and after 1st instant, their Sale Days will be MONDAYS, THURSDAYS, and FRIDAYS.

CHoice and USEFUL LOT OF HORSEBREDING Saddle or Harness.—Deliverable at Tenterfield England, the following valuable Horses, being part of well known Tenterfield Stud, most of them got by George's, dam by "Governor;" her dam "Antelope;" her dam "Homey;" out of "E. F. Traveler."

No.	Name or Description.	Age and Particulars from Breeder's Book.
1	Harold ...	5 years old, grey, good saddle in perfectly quiet, free from vice.
2	Doctor ...	7 years old, bay, black points, saddle horse; very showy stance in gait.
3	Eagle ...	7 years old, rich chestnut

4	Edith	...	...	5 years old, rich chestnut mare, good tandem leader
5	Dinah	...	...	8 years old, jet black, good mare or first-rate gig or carriage
6	Dobbin	...	...	5 years old, brown horse, quiet, and has been driven

Deal, ation a, at harri, gig'r, COAN-	7	Albert ...	... 5 years old, bay, good gig h perfectly quiet, has been in rigger
	8	Ajax ...	... 8 years, bay, white hind feet, dray, plough, and harrow
	9	Alarie ...	... aged, very good plough horse
	10	Briton ...	... 5 years old, dray and plough
	11	Gig mare ...	... 6 years old, bay, very good harness

any's max-	12	Cornstalk ...	aged, very good dray horse
	13	Brown Turpin ...	5 years, very good plough horse would make good dray horse
	14	Bravo ...	4 years, good saddle horse, grey
	15	Rover ...	7 years, ditto ditto, bay
100. 178.	16	Sandy ...	5 years, roan, very good saddle horse
	17	Bribery ...	4 years, roan, ditto ditto
	18	Jenny ...	3 years, chestnut mare, ditto ditto
20a.	19	Ninero ...	5 years, bay horse, ditto ditto

20	Bay filly	...	4 years, bay mare, ditto ditto
21	Susan	...	5 years, bay mare, ditto ditto
22	Stockings	...	5 years, bay mare, ditto ditto
23	Merry Legs	...	4 years, black mare, ditto ditto
		...	8 years, grey, plough horse
34	Larry	...	harrow, ditto has been ridden
35	Dick	...	6 years old, bay, good plough horse
26	Sir Tristram	...	5 ditto, bay, ditto ditto
		...	aged, bay, good saddle horse,
		...	handsome

bion	27	Commissioner ...	Ditto ditto ditto
	28	Charlie ...	4 years old, cheanut, good pl horse
very	29	Beauty ...	4 years old, bay mare, ditto ditto
bion	30	Why Not	aged, brown saddle horse
	31	Marion ...	aged, grey saddle mare, unbr
oal.	32	Chestnut horse	6 years old, dray and plough
	33	Bay horse	6 ditto, good saddle horse
	34	Brown colt	4 ditto, quiet good saddle horse
esp.	35	Brown mare	5 ditto, saddle back

36	Black horse	...	6 ditto, good plough horse
37	Black horse	...	6 years, ditto ditto
38	Chestnut colt	...	3 years, good saddle hack
39	Chestnut colt	...	3 years, ditto ditto
40	Bay mare	...	4 years, ditto ditto
41	Bay mare	...	4 years, ditto ditto
42	Lady Jane	...	8 years, ditto ditto
43	Shade	...	7 years, ditto ditto
44	Swan	...	5 years, ditto ditto
45	Bay horse	...	5 years, plough horse, very

46	Bay colt ...	5 years, good saddle back
47	Bushranger ...	7 years, good gray horse, 16 h high
48	Opodeldoe ...	aged, good harness and good in either
49	Picayune ...	6 years old, brown hackney
50	Coquette ...	aged, brown mare

The attention of dealers from Victoria and South
trails is particularly directed to this valuable
and horse.

TERMS LIBERAL to a buyer for the whole. Apply to the stock to **FREDERICK KING, Esq., J. P., 21, Bond Street**; or, to purchase, to **DONALDSON and CO., 21, Bond Street**, North, Sydney.

BUILDING ALLOTMENTS, in **Parramatta**, in **My-street**, and **Coopers-street**, **Glebe**, to be sold or LET on favorable building leases. For particulars apply to **GEORGE BROWN**, builder, **Coopers-street, Glebe**; or to **MOW, WALKER, and CO.**, Circular Quay.

FARMS on the MANNING RIVER, in some of the richest brush or drained swamp land, in best situations of this fine river, on SALE, by WALKER, and CO., Sydney.

SHEEP, with STATION, in the BURNETT DISTRICT.—For SALE, two blocks of improved well-watered country in the above district, together with 6000 to 8000 young sound and healthy sheep. For particulars apply to KIRCHNER and CO.

FARMING IMPLEMENTS, Stable Fittings, &c.
Now landing, ex Oliver Cromwell,
12 ploughs, with extras
4 chaff engines, with extras
2 patent combined mills
4 three-horse power thrashing machines
Cast iron hay racks, manglers, water troughs, &c., &c.
P. N. RUSSELL and CO. have much pleasure in calling
attention to the above, which have been selected by

HORIZONTAL STEAM-ENGINES. - The undersigned have received, per James Chaston, 6 horse-power high-pressure Horizontal Steam-engine improved construction, by Tennant and Co. These are very compact and simple, and admirably adapted for bush purposes, such as saw, flour, or thrashing mills.

FOR SALE by Private Contract, Moorfield Cotten and Farm, situated in the parish of St. George, 12 miles from Sydney, accessible by the Canterbury Cook's River Road, containing 54 acres, more or less, of which is stocked with the choicest of fruit in two acres of the same.

The whole of the estate is enclosed with a substantial fence not to be equalled in the colony. Moorfield Cottage contains seven rooms, including kitchen and pantry; and

The detached buildings consist of good granary, stable, coach-house, barn, hay-shed, shingled with 2-inch ironbark shingles, and is in every respect complete and substantial.

The stock in implements to be disposed of with the estate are—two heavy draught plough horses, one each horse, two fillies, 3 years old, unbroken; one plough, harrow, scarifier, roller, cart, spring cart, dray, hay

The proprietor of the estate having, at an enormous cost, superintended the erection and formation of the ore house, and all connected therewith, is confident that in respect it cannot be surpassed; the soil is of a rich nature, and will grow any description of marketable produce.

Intending purchasers are invited to inspect the same, and satisfy themselves. For terms and further particulars apply to Mr. JOHN CHARD, on the premises; or to Messrs. GOSNOLD & CO., 10, Abchurch Lane, London, E.C. 4.

TO ENGINEERS, POUNDERS, and others.
SALE, by the undersigned, two first-rate **Vertical Boring Machines**, with belts, coues, &c., complete.
WILLIAM MACDONALD, Importer, Macquarie-street.

SYDNEY MORNING HERALD.—Parties desiring to subscribe to the **HERALD** can be supplied by the following recognised **NEWS AGENTS**, who are authorised to deliver the paper to their subscribers.

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W. Davey ... North Shore
Peter Munro ... Yurong-street, corner
Stanley-st. Woolloom

MARYBOROUGH, WHITE BAY.—Messrs. DOW
and PUSEH, storekeepers, have been ap-
pointed for the SYDNEY MORNING HERALD in the
district.

MELBOURNE.—Subscribers and advertisement
received for the SYDNEY MORNING HERALD.

W. FAIRFAX, agent, Collins-street East, Melbourne.
 One of the **STONEY HERALD** can always be had for
 free, also single copies at 6d. each.

ROCKY RIVER.—**MR. A. W. HAYLES** has
 been appointed Agent for the **STONEY MORNING HERALD**
 in the above district.

